

COUNTRY: Germany (Soviet Zone)

REPORT NO.

659

TOPIC 1. Staaken Airfield

25X1A

## 2. Cargo Gliders over Luckenwalde

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EVALUATION see below

PLACE OBTAINED.

**DATE OF CONCEIT:**

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**DATE OBTAINED**

DATE PREPARED 30 July 1951

## REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE).

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At 11:15 on 15 June 1951, about 40 single-engine ground attack aircraft were observed at the southern edge of Stasikow airfield. There was no flying. About 60 men were assembled around large tables at the southwestern edge of the field; a briefing was apparently being held there. On 22 June at 10 a.m., about 20 ground attack aircraft with yellow propeller hubs and white-tipped tail assemblies were parked at the southern edge of the field along Heerstrasse. \* The white numbers 5, 9, 22 and 25 were identified on the tail assemblies. Another 20 ground attack planes with red propeller hubs were parked in front of the hangars in the southwestern corner of the installation.

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2. From 11 a.m. to 3 p.m. on 4 June, seven twin-engine transports fitted with a non-retractable tail wheel and a door on the left side of the fuselage practiced flying at Stauken airfield. Two of the planes were marked with the white numbers 2 and 3 on their tail assemblies. Their rudder assemblies were marked with the previously observed white rectangles. Flying continued until 11 p.m. with the aircraft using their landing lights. From 6 to 6:30 a.m. on 6 June 1951, six transports landed and five others took off from the field. \* After 6:35 a.m. another four transports took off. They all were of the same type as those observed on 4 June 1951. Throughout the day about 12 transports were flying circles over the field. One of these planes was marked with white number 3 on its tail assembly. From 11 a.m. to 8 p.m. on 7 June 1951, approximately 20 ground attack aircraft practiced individual local flights and also in groups of five. The tips of the tail assemblies of all the planes were painted white. From 2:30 to 5:30 p.m. on 8 June, 29 ground attack planes were observed at the southern edge of the field. They had blue, yellow-brown and white propeller hubs but all of them had white tips on their tail assemblies. Twelve other planes of the same type were parked in the northeastern corner of the field. It was also observed that each of the four masts of the radio installation in the southwestern corner of the field, about 250 meters distant from Hamburger Chaussee, was fitted with three insulators and that there was an antenna on the roof of the wooden shed. \*\* [redacted] loaded with laundry entered the field.

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3. About 7:30 a.m. on 9 June, 36 ground attack aircraft were parked in front of the hangars. The hangar with the weather observation tower was open and empty. Two transports were seen in the last hangar located on the east side of the field. A fuel container with a capacity of about 15,000 to 20,000 liters was lying near the fuel dump at the north side of the installation. From 7 a.m. to 12:40 p.m. on 12 June, there was flying with about 20 IL-10s. The tips of the tail assemblies of all the planes were painted white. About 10:15 a.m. the planes marked with the white numbers 37, 38, 39 and 40 and yellow-brown propeller hubs took off in flight formation. About 10:40 a.m. the four aircraft marked with the white numbers 20, 21, 22, and 23 and white propeller hubs took off. At 11:30 a.m. the planes with the white numbers 2 and 47 took off. In addition there was intensive local flying. All the aircraft observed had crews of two. At 5:30 a.m. on 13 June, two transports took off together and headed west. Every 10 to 15 minutes the planes approached from the east but did not land. The last approach was made at 7:10 a.m. Three transports took off in formation at 7:40 a.m. and made local flights. The rudder assemblies of the planes were marked with the white numbers 2, 3, and 7, and by two white rectangles, one above the other, on the rudders. Flying stopped at 9:35 a.m. At 9:45 p.m., two transports, apparently of the same type as previously observed, took off together and practiced circles over the airfield until 11 p.m. with their running lights on. Flying continued throughout the night.

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5. About 3:15 p.m. on 21 June, three transports of a type not previously observed in Staaken took off from the field and headed west. Each of the transports was towing a cargo glider. The transports were twin-engine low-wing monoplanes fitted with radial engines; the leading edges of their wings were straight while the trailing edge was tapering. The rudder was almost half the size of the tail assembly, was painted yellow-brown and marked with a brown number. One of the transports had the number 23 and was also towing a cargo glider. It could not be determined whether the craft was fitted with a nose or tail wheel since the landing gear was retracted. The cabin of the cargo glider was located rather far forward of the wings and projected high above the fuselage. The single rudder assembly was high and angular. \*\*\*

6. About 7:30 a.m. on 23 June, 22 aircraft were observed parked in two rows facing each other. Nine ground attack planes with white-tipped tail assemblies and white propeller hubs were parked in front of a hangar. Another three ground attack planes were parked separately. One biplane and

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one twin-engine BC-3 transport were observed in the southeastern part of the field. The fuel container observed on 9 June was still lying near the fuel dump at the northern edge of the installation.

7. At 5:30 p.m. on 20 June, Sta ken airfield was approached from the west by three twin-engine planes towing cargo gliders at an altitude of about 300 meters. The gliders were released when the planes were about over the western boundary of the field. The tow line, which was about 75 meters long, was not dropped even when the twin-engine planes landed. The cargo gliders landed after flying half a circle over the field. Their landing run was about 20 meters. The twin-engine planes were low-wing monoplanes which had a wing span of at least 35 meters. They had a straight leading edge and a tapering trailing edge; the wing tips were rounded off. The planes were fitted with two suspended radial engines with radiators attached on their under sides. The rudder assembly was in line with the end of the fuselage and had the shape of an isosceles triangle, the rear half of which was painted yellow-brown. The plane had a tricycle landing gear with the main gear under the wings. The craft was silver. The markings were not seen. The large cargo gliders were high-wing monoplanes with a thick fuselage which did not taper. They had relatively small tail assemblies and wing spans of 25 to 27 meters. Their landing gears were rubber-wheeled and the gliders were provided with a dark almost black coat of paint. By 11 p.m. neither the transports nor the gliders had taken off again. \*\*\* At least 26 ground attack planes were observed parked in front of the hangars at the southern edge of the field. They had white-tipped tail assemblies and white-bordered Soviet stars on their rudder assemblies. The Soviet star on the fuselage was not surrounded by a white stripe. White numbers were seen by the side of the Soviet star. As far as could be made out the aircraft had red propeller hubs.

8. A radio installation with four masts, each about 7 meters high and with a hut in their middle, was observed in the southwestern corner of the field, about 50 meters from the end of the runway. A similar radio installation was located in the northwestern corner of the field. [REDACTED] was observed passing along the southern border of the field. On 28 June, 30 parked single-engine ground attack planes were observed at the field.

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9. At 1 p.m. on 22 June, three twin-engine aircraft were observed over Luckenwalde. They flew over the town and headed east at an altitude of about 400 meters. Each plane was towing a cargo glider. The wing span of the cargo gliders was only 1 or 2 meters shorter than the wing span of the towing aircraft.

25X1A \* [REDACTED] Comment. This statement confirms the occupation of the field by a ground attack regiment equipped with 45 to 50 IL-10s. The white-tipped tail assemblies are characteristic markings of the aircraft of this regiment. An air transport regiment equipped with IL-2 planes is also stationed at the field. From the information contained in paragraph 4 of the present report it is inferred that this regiment is equipped with at least 27 aircraft.

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\*\* [REDACTED] Comment. According to previous information, this radio installation is a DF station.

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\*\*\* [REDACTED] Comment. It is unknown from where these cargo gliders, which were also observed by another source, had come. So far no cargo gliders were stationed in the Soviet zone of Germany. It is likewise unknown whether troops had been carried in these gliders. It is believed that they left Stalzen again on 22 June. From the information contained in paragraph 5 it is inferred that the gliders were towed by IL-12 aircraft.

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